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25X1A 1. PROJECT HOS PLANS TO DEPLOY A

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25X1C

FORWARD DETACHMENT

DURING AFRIL 1969. THE UNCLASSIFIED NICKNAME FOR THIS DEPLOYMENT IS SCOPE SAINT IL ALL MESSAGE TRAFFIC AND CORRES-PONDENCE PERTAINING TO THIS DEPLOYMENT WILL BE SO SLUGGED.

2. ON THIS DEPLOYMENT IT IS PIENTED TO DEPLOY ONE U-2R ALONG WITH SUPPORTING PERSONNEL AND EQUIPMENT FROM EDWARDS AFB CALIF.

THE FURPOSE OF

THIS DEPLOYMENT IS THREEFOLD.

A. TO PEFFORM AN OPERATIONAL BEADERS ENSPECTION

Capability to conduct a phase I type of 25X1A (ORI) ON

DEPLOYMENT AND OPERATIONAL MISSION WITH THE U-2R.

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25X1C EQUIPMENT ON ONLY THE FIRST LOCAL SORTIE

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OR WEATHER PACKAGE DEVELOPED FOR PREVIOUS SCOPE SAINT
25X1C



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> USAFE C-130 ARRIVES WITH E. THURSDAY 17 APRIL 25X1C 2,000 GAL JPTS

- F. FRIDAY 18 APRIL 1000 1400Z SIMULATED OPERATIONAL MISSION.
- G. FRIDAY 18 APRIL 1500Z 1800Z CRITIQUE OF DEPLOYMENT SIM OPS SORTIE.
 - H. SAT & SUN 19 AND 20 APRIL NO ACTIVITIES SCHEDULED -WEEK END.
- I, MONDAY 21 APRIL 1000 1400Z 4 HOUR LOCAL SORTIE FLOWN BY 1000Z.USAFE C-130 ARR WITH 2000 GAL 25X1A JPTS FUEL AND STANDS BY FOR POSSIBLE RECOVERY OF U-2 IF REQUIRED.

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A. PROJ HQ HAS BEEN ADVISED BY OF RUNWAY 08/26 CLOSURE AND ATTENDANT CONSTRUCTION WORK. WE CONSIDER U-2R OPERATION USING MAIN RUNWAY 13/31 ONLY AS ENTIRELY ACCEPTABLE FROM OPERATIONAL AND SECURITY STANDPOINT.

25X1A

- B. PLANS TO PERIODICALLY UPDATE US ON STATUS OF $25\times1A$ SUBJECT CONSTRUCTION. WE INTEND TO MAKE THE INFO ADDREST ON PUTURE MESSAGES THIS TYPE.
- 2. REVIEW OF SEPTEMBER 1968 BURVEY REPORT REVEALS THAT TAXIWAYS ARE LISTED AS 50 52 PT WIDE BUT ARE ACTUALLY 60 65 FEET IN WIDTE.

 COPY OF THIS SURVEY SHOULD BE AVAILABLE AT SINCE MEMBERS OF THAT DETACHMENT WERE PRESENT ON THE SURVEY AND WERE PROVIDED ALL INFORMATION COLLECTED. WE WILL VERIFY TAXIWAY WIDTH WITH AND

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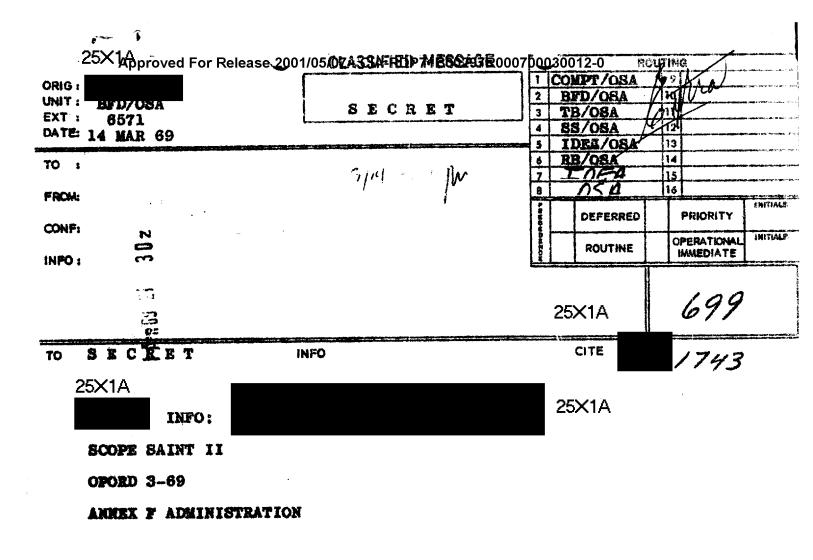
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- 2. ALL PERSONNEL WILL MESS AND HE BILLETED ON BASE.
- 3. ONE PERSON WILL BE DESIGNATED BY DETCO TO PAY MESS BILLS.
 BAR BILLS WILL BE PAID BY CASH.

25X1C

4. RULES OF MESS WILL BE STRICTLY OBSERVED (REFERENCE

BOOKLET ENTITLED

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- 5. MOMEY EXCHANGE FACILITIES WILL BE AVAILABLE ON BASE,
- 6. MILITARY WILL WEAR UNIFORMS DURING DUTY HOURS.
- 7. CONSERVATIVE CLOTHES WILL BE WORN BY CIVILIANS AND MILITARY DURING OFF DUTY HOURS. GAUDY SPORTS DRESS WILL NOT BE TOLERATED.
- 8. WARM CLOTHING AND RAINGEAR FOR INCLEMENT WRATHER WILL BE MEEDED. DUE TO LIMITED LAUNDRY FACILITIES, DRIP DRY CLOTHING SHOULD BE CARRIED.
 - 9. VISAS, I.D. CARDS, SHOT RECORDS SHOULD BE INORDER.
- 10. ONLY ONE BOTTLE OF LIQUOR AND ONE CARTON OF CIGARETTES WILL BE DUTY FREE.
 - 11. CUSTOMS, IMMIGRATION AND HEALTH OFFICIALS WILL MEET
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12. NO ARRANGEMENTS SHOULD BE MADE FOR DELIVERY OF PERSONAL MAIL.

13. DEPLOYED PERSONNEL WILL MAINTAIN HIGHEST STANDARDS OF PERSONAL CONDUCT.

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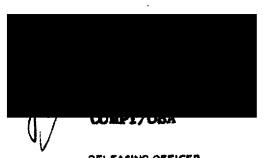
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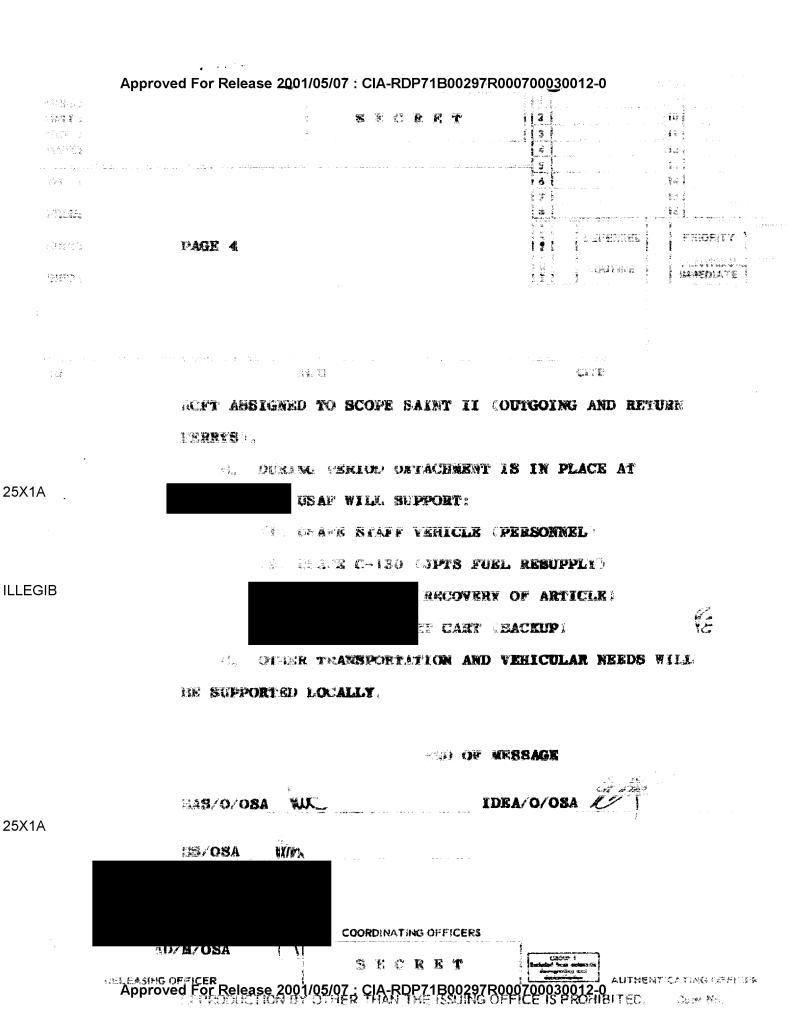
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	3. FERRY CONFIGURATION:			25X1C	
	A. U-2R WILL				
	B. U-2R WILL CARRY SPECIAL WI	EATHER	PACKAGE D	URING	
25X1C	FERRY TO				
	4. SUPPLY:				
		W W C	SSION) SUP	DADT 25V1A	
	A. THE PHASE I POSTURE				
	TO SUSTAIN FERRY/MISSION OPERATION				
	B. WEIGHT AND CUBE OF EQUIPMO				
	VIA C-141 ACFT WILL BE 25,000 LBS				
	LARGEST ITEN APPROX 4,100 LBS AND	325 CT	JHE .		
25X1A	C. "MORS" AND FOLIAM-ON SPAR	es airi	BE REQUI	BITIONED	
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25X1A	30				
25X1A	Da Support kit will	INCLUI	DE THOSE I	Tems	
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	EQUIPMENT AND ELECTRICAL POWER.									
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	A. JPTS FURL (U-2R APPLICABLE) WILL BE SUPPORTED									
25X1C	FROM STOCKS VIA USAF C-130 AIRLIFT.									
	S. C-141 ACFT WILL ARRIVE AT WITH 25X1C									
	SUFFICIENT FUEL TO PROCEED FROM TH	at sta	TION TO IT	5						
	EEXT DESTINATION. APPROX 10,000 G	AL CO	PUEL WILL	BE Yux	-					
	AVAILABLE FOR C-141 REPUBLING AT		THE	25×10	3					
	RETURN FRANK C-141 ACFT WILL HAVE MINIMUM OF 75.000									
	UPS YUEL ON BOARD WHEN POSITIONED	AT		25×10						
25X1C	To WILL HAVE FUEL TANKER	AVAILA	BLE TO							
	DETACEMENT FOR REFUELING OF ARTICL	E: HOW	EVER, DE-							
	TACHMENT SHOULD INSURE IT POSSESSE	S CAPA	BILITY FOR	l .						
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	8. MAINT AND SUPPORT:									
	A. DETACHMENT AUTHORIZED TO I	nstali	. AIR TO AI	R						
25×1D	EACAN, COORDINATING OFFICERS	, ,	IN THE C-1	41						
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